

#### REMARKS

The above amendments to the above-captioned application along with the following remarks are being submitted as a full and complete response to the Office Action dated March 16, 2007. In view of the above amendments and the following remarks, the Examiner is respectfully requested to give due reconsideration to this application, to indicate the allowability of the claims, and to pass this case to issue.

#### Status of the Claims

As outlined above, claims 1-4 and 8-17 stand for consideration in this application. Claims 5-7 are being cancelled without prejudice or disclaimer. Claims 1-4 and 8-10 are being amended, as set forth above and in the attached marked-up presentation of the claim amendments, in order to more particularly define and distinctly claim Applicants' invention. New claims 11-17 are being added.

All the amendments to the claims are supported by the specification. Applicants hereby submit that no new matter is being introduced into the application through the submission of this response.

#### Formality Rejection

The claims, the specification, and the drawings were objected to for informalities, and the Examiner had requested clarification regarding the prior art described in the specification. As indicated, the claims are being amended or cancelled without prejudice or disclaimer as required by the Examiner. Accordingly, the withdrawal of the outstanding informality rejection is in order, and is therefore respectfully solicited.

#### Prior Art Rejections

Claims 1-11 were rejected under 35 U.S.C. §102(b) as being anticipated by and under 35 U.S.C. §103(a) as being unpatentable over US 5,735,041 Zaguskin et al. (hereinafter "Zaguskin"). Claims 1 and 3-8 under 35 U.S.C. §102(b) were rejected as being anticipated by and under 35 U.S.C. §103(a) as being unpatentable over US 4,750,265 Watanabe et al. (i.e., DE 3609704, hereinafter "Watanabe"). Claims 1-10 were rejected under 35 U.S.C. §102(b) as being anticipated by and under 35 U.S.C. §103(a) as being unpatentable over Applicant Admitted Prior Art (hereinafter "AAPA"). Applicants respectfully traverse these rejections for the reasons set forth below.

The mounting component 2 (Fig. 3) to be installed in a motor vehicle 18 (Fig. 4) of the present invention, includes a module rack 4 securely (p. 9, line 1) mounted with components 6, 10 of a vehicle electrical system and at least one additional module 11 of the vehicle electrical system electrically connected to said components 6, 10. The at least one additional module 11 has a dimension that extends beyond dimensions of the module rack 4 (Fig. 2) and is rolled up into at least one loop and placed in a recess 14 embedded in the module rack 4 (Fig. 3; p. 9, lines 27-28).

The invention as recited in claim 8 is directed to a method for installing a motor vehicle electrical system into a motor vehicle 18, comprising: securing components 6, 10 of the vehicle electrical system onto a module rack 4 at a pre-assembly location; electrically connecting the components secured onto the mount rack 4 with an additional electrical system module 11 with one dimension that extends beyond dimensions of the module rack 4; rolling up the electrical system module 11 into at least one loop at the pre-assembly location after the connecting step; placing the rolled-up electrical system module 11 into a recess embedded in the module rack 4 at the pre-assembly location; transporting the module rack 4 together with the components 6, 10 secured thereon and the rolled-up and placed electrical system module 11 from the pre-assembly location to a final assembly location thereby using the module rack 4 as a transportation base; and installing at the final assembly location the module rack 4 in the motor vehicle 18 together with the components secured thereon 6, 10 and the rolled-up and placed electrical system module 11.

As further recited in claims 16-17, the method further comprises: moving the electrical system module 11 out of the recess 14 at the final assembly location while maintaining the electrical system module 11 being connected with the components 6, 10 secured onto the mount rack 4; and un-rolling at the final assembly location the electrical system module 11 to extend beyond the dimensions of the module rack 4 while maintaining the electrical system module 11 being connected with the components 6, 10 secured onto the mount rack 4, thereby connecting the electrical system module 11 to at least one other electrical component of the motor vehicle 18.

*"The mounting component 2 thus represents considerable simplification of the assembly process compared with the prior method, according to which the components 6 were not secured to the car body and connected with the additional interior module 11 until the final assembly (p. 10, lines 17-20)."*

Applicants contend that none of the cited references teaches or suggests such an "additional module 11 has a dimension that extends beyond dimensions of the module rack 4

(Fig. 2) and is rolled up into at least one loop and placed in a recess 14 embedded in the module rack 4 of a mounting component 2 to be installed in a motor vehicle 18", as in the present invention.

In contrast, Zaguskin (Fig. 1), Watanabe (Fig. 2) and AAPA secure the components 6 to the car body and connect the components 6 with the additional interior module 11 only at final assembly (p. 10, lines 17-20), such that they fail to provide such an "additional module 11 has a dimension that extends beyond dimensions of the module rack 4 and is rolled up into at least one loop and placed in a recess 14 embedded in the module rack 4 of a mounting component 2 to be installed in a motor vehicle 18" according to the present invention.

By analogy, the references fail to teach or suggest the rolling up step, the placing step, the transporting step, and the installing step of claim 8, as well as the moving-out step of claim 16 and the un-rolling step of claim 17.

Applicants contend that none of the cited references or their combinations teaches or discloses each and every feature of the present invention as recited in independent claims 1 and 8. As such, the present invention as now claimed is distinguishable and thereby allowable over the rejections raised in the Office Action. The withdrawal of the outstanding prior art rejections is in order, and is respectfully solicited.

### Conclusion

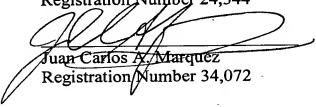
In view of all the above, Applicants respectfully submit that certain clear and distinct differences as discussed exist between the present invention as now claimed and the prior art references upon which the rejections in the Office Action rely. These differences are more than sufficient that the present invention as now claimed would not have been anticipated nor rendered obvious given the prior art. Rather, the present invention as a whole is distinguishable, and thereby allowable over the prior art.

Favorable reconsideration of this application as amended is respectfully solicited. Should there be any outstanding issues requiring discussion that would further the prosecution and allowance of the above-captioned application, the Examiner is invited to

contact the Applicants' undersigned representative at the address and telephone number indicated below.

Respectfully submitted,

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